

Washington D.C. – In a letter to Secretary of Transportation Ray LaHood, Congressmen Duncan Hunter and Daniel Lipinski (D-IL) were joined by a bipartisan group of 42 other lawmakers in urging the Secretary to immediately terminate the cross-border trucking program—first established over a decade ago under NAFTA—that will soon open U.S. roadways to Mexican motor carriers.

Hunter and Lipinski specifically highlighted safety, security and cost concerns with the program, recommending that the current system limiting Mexican carriers to a defined commercial zone remain in place.

“The cross-border trucking program clearly puts foreign interests above our own,” said Congressman Hunter. “It’s bad for the American economy. It’s bad for American truckers and the entire commercial trucking industry. And it’s bad for border security. Simply put, the cross-border trucking program is a straight handout to Mexico at the expense of American jobs, taxpayer dollars and security.

“On the other hand, Mexican motor carriers are the big winners. They will soon have unrestricted access to U.S. roadways, leaving their American counterparts at a serious disadvantage. Adding insult to injury, American taxpayers will be expected to buy the required Electronic On-Board Recorders for Mexican trucks, while American truckers will need to purchase the same equipment themselves. There is nothing good about this agreement for the U.S., which is why it needs to be terminated immediately.”

Congressman Lipinski added, “Past inspection failures and gaps in security at the border show that opening our roads to Mexican truck traffic could result in the entry of unsafe vehicles and drivers that pose a threat to the safety of the public. Furthermore, inviting trucks from Mexico to freely transport goods throughout the U.S. provides drug traffickers with another potential avenue to exploit at a time when crime and violence in Mexico are on the rise. The fact that the agreement would also require taxpayers to subsidize required equipment for Mexican truckers that American truck operators would have to pay for themselves is yet another reason that it should be rejected.”

A copy of the Hunter-Lipinski letter is available [here](#).